

BOAT RACES AT MONACO FAR FROM PHENOMENAL

Time Just Fair, Considering
Perfect Conditions of
Sea and Air.

NEW CLASS SUGGESTED

British 21 Footers May Be Basis
of Another International
Rating.

The motor boat racing at Monaco did not develop anything phenomenal. The 15 mile course, the Duke of Westminster, again performed very consistently and in the contest for the Prix de Monte Carlo made thirty-one miles in 45 minutes 10 seconds, defeating a field of fifteen other starters. There was no wind and the sea was calm. In the smaller classes the boats did not show the speed that the small hydroplane have made on this side of the Atlantic, but the boats impressed themselves on the spectators to the exhibition and to the racing because of their stanchness. The British 21 footers were admired and they will in all probability lead to the establishment of an international class. It has been suggested for this class that the length of hull be limited to 21 feet. The beam must be not less than 3 feet 6 inches, which beam must be the shortest beam wherever found. The motors may have any number of cylinders, but the total piston displacement must not exceed 150 cubic inches and the stroke must not exceed 6 inches.

In the class hydroplanes are to be barred. The planing must be not less than one-quarter inch finished and two-thirds of the hull must be finished in wood, not less than three-sixteenths finished. It is figured that the speed of these boats would be from 15 to 20 knots and the cost of building in England \$1,500. The handicap rule would give each owner a chance of success some time. This rule is: "The following fixed handicap will be enforced in the sailing race or races—8 seconds a knot for winning a second prize, 4 seconds a knot for winning a third prize. A non-planing boat will be given a 2 seconds a knot. These penalties to be cumulative."

Motor boat men on this side are trying to work out some good rule of handicapping and it might be well for them to pay some attention to this rule.

Work is being rushed on the raised deck cruiser building at the yards of Julius Petersen at Nyack for H. E. Nichols of Aguad de Pasajeros, Cuba. This cruiser will be 35 feet long, 8 feet beam and will draw 2 feet of water. It is a splendidly finished boat and has been designed to be most seaworthy. The motive power is furnished by a 20 horse-power Standard motor. The cabin is finished in white enamel with mahogany trim and there are sleeping accommodations for four. The saloon is large and light and the boat also carries a 100 gallon gasoline tank and an eight gallon water tank.

Another boat that is nearing completion at Petersen's is a slightly smaller cruiser for John C. Bonney of New York. This boat is 31 feet long, 8 feet 8 inches beam and will draw only from 28 to 30 inches. It is equipped with a 12 horse-power Dorman motor and has a big roomy cockpit aft. All interior bulkheads, lockers, etc., are of mahogany, and lockers have been built under the cockpit seats aft and the fuel tank is also under the aft deck. Two gasoline tanks of twenty gallons capacity each will be carried on each side of the cockpit under the seats. A special feature of this boat will be the installation of two steering wheels, one on the cabin bulkhead and one inside of the cockpit bulkhead, the latter being used when the boat is being steered from the cabin and the boat, which will be very substantial and seaworthy, can sleep two people. Julius Petersen is also at work on a 30 foot launch for John Kane of Nyack. This boat will be equipped with a 12 horse-power Dorman motor of the very latest model.

The Kalkaska Yacht Club of Torch Lake,

Mich., recently elected the following officers: Commodore, James Greaser, vice-commodore, Amos C. Boche, treasurer, Joseph L. Boyd, secretary, P. W. Pearsall, treasurer, E. Goodwin, fleet captain, B. McDermott, fleet surgeon, E. B. Babcock, M. D. judge advocate, E. C. Smith, trustees, William E. Chaney, George F. Bow and William Lewis.

The annual regatta will be held in August, with a club cruise the last week in August, winding up with the annual picnic. Torch Lake is said to be the prettiest lake in Michigan and is a body of water eighteen miles long and three and one-half miles wide. The Kalkaska Y. C. holds its annual fitting out party this week at which plans for the coming season will be discussed.

The Frenchmen are placing great faith on the challenger that is being built for the British international trophy, which is to be raced for in American waters this summer, says the Motor Boat, a British publication. The boat is being built by Despuis-Tellier for M. Dubouche, a wealthy resident of France. The challenger must drive in two twelve-cylinder Panhard motors, each developing two horse-power. The engines will drive in screws.

According to authorities in Pittsburgh who have records of motor boats and other small craft, there are now more than 2,000 motor boats on the Allegheny, Monongahela and other rivers. These craft are properly recorded with the inspectors and include boats used for commercial purposes as well as for pleasure. This is only one centre and it gives some idea of the number of boats there are in the country, where every piece of navigable water is filled with small craft. It has been estimated too that more than \$5,000,000 is invested in the motor boat industry and that more than 25,000 persons are employed in the building of boats and engines.

Chicago motor boatmen are to have a big carnival this year and if the trophies offered are any inducement to boat owners they should get the fastest craft in the country to compete. The most important of these prizes is the W. Wrigley, Jr., trophy for the motor boat championship of the world. This prize, which is valued at \$2,000, is a perpetual trophy to be won each year by the club whose motor speed boat entry makes the best three out of five races in competition open to the world for all boats under 40 feet in length. This prize is a reproduction in silver of the Flying Mercury modelled by Giovanni da Bologna. The position of the figure is changed to show Mercury presenting to Neptune a hydroplane speed boat. Neptune with his trident, dolphins and water surging around him, is the model boat of the Flying Mercury. The trophy stands 5 feet 6 inches high and the base is 4 inches in diameter.

In addition to the original gift of \$5,000 for this trophy Mr. Wrigley will provide annually a trophy for the owner of the winning boat. This will be a copy of the big prize. In addition to these prizes there are cash prizes of \$1,500 for first and \$500 for second.

The race will be held off Chicago during the water carnival and naval review August 10 to 17 next. It is expected that there will be boats from Europe and from all parts of this country and one will be Commodore James A. Fuchs's new 21 cylinder hydroplane, which is being built by Weckley. During this carnival the fourth annual regatta of the Western Power Boat Association, the international yacht race between the Royal Canadian Yacht Club and the Chicago Yacht Club will also be held. Commodore William Hale Thompson of the Associated Yacht and Power Boat Clubs is attending to all the details of this carnival and will let owners know about entries and how to get their boats to the lakes.

To Make Touring Easy.

The Federation of American Motorcyclists is endeavoring to obtain for its members special rates for the elaborate route book and maps of the American Automobile Association. The maps of the motorists are considered practically invaluable for tourists. They are being added to and bettered daily by the Touring Bureau of the A. A. A. Hamilton of the F. A. M. and J. Leo Sauer, chairman of the legislative committee, are now negotiating with the Touring Bureau for the maps and expect to make touring easy for the motorcyclists this year.

ARE LONG RACES BAD FOR COLLEGE OARSMEN?

"Deadly Four Miles" Bogey
Aired Again and Debate Waxes
Warmer Than Ever.

STAGG FIGHTS CONFERENCE

Chicago Mentor Protests His
Right to Sit on Faculty
Board.

The "deadly four miles" bogey, which has been paraded from time to time by those opposed to four mile races for college crews, is being aired again, this time more or less officially. Lieut. F. C. Farley, representative for rowing at the United States Naval Academy, has written a letter to the directors of athletics at all the colleges which support crews asking them whether in their opinion long or short races are beneficial or detrimental, as the case may be, to the oarsmen. Lieut. Farley has received only a few replies, but as soon as he has complete returns he will make his findings public.

By means of this inquiry, Lieut. Farley purposes to determine whether the races participated in by the Naval Academy crews shall be reduced to the Henley distance of 1.5-16 miles or whether they shall be lengthened. As it is at present the Navy crew in all their races on the Severn row an even two miles. In fact no Navy crew, excepting that of 1907, which rowed in the Poughkeepsie regatta, has raced more than two miles in competition. The letter which Lieut. Farley has sent out reads as follows:

"The question of long races versus short ones and their relative effect on the men in the crews has been brought up at this institution. I am writing this letter to various institutions that support crews to ask for their opinion of the athletic and medical committees on the relative merit of short races versus long races, first, relative to the development of the men, and, secondly, relative to the strain under which the race puts them."

A considerable number of medical men in the navy seem quite firmly convinced that the work of the crew under the present system injures many of the participants. They also hold that with the shorter races many of the present evils would be done away with.

Assuming that this institution adopted a shorter distance for their races, say the Henley distance of one and five-sixteenths miles, would the crews of your institution be willing to race us for such a distance? For one thing, any race we might have with you would be sure to be some time before your big varsity races, whenever they be, and you would thus perhaps prefer to have a short, quick race, which would not put your men under any great strain early in the season.

From previous interviews the opinions of nearly all the prominent coaches in the rowing game are known, and not one is willing to admit that the long races are detrimental to half of the oarsmen. In fact two, Courtney of Cornell and Rice of Columbia would prefer to see the crews row five or six miles rather than four. The shorter distances, they say, are more likely to prove injurious than the long races. In rowing a mile or two miles the crew is forced to its limit right at the start and there is never a chance to lower the stroke until after the finish line is crossed. In the longer races, however, there is a minute of quick stroking at the very beginning and then the boat is gradually lowered so that the middle part of the race is usually a long easy swing, with another sprint at the end when the crew is nearing the finish line. Only in exceptional cases, they say, do crews maintain their high speed from the beginning to the end of a long race.

Another factor that enters into the shorter versus longer races is the con-

ditioning of the oarsmen themselves. The methods of training a crew for a two mile race are entirely different from those obtaining when the men are preparing for a longer race. This in fact is the very reason why the University of Wisconsin declined an invitation to row the Naval Poughkeepsie regatta this year. Val, the Wisconsin coach, said that it would be impossible for him to reconstruct his system of training in the short time interval between the proposed two mile race on the Allegheny and the four mile race on the Hudson.

For the opinion of medical men that oarsmen who have rowed four mile races suffer more or less permanent effects, the rowing coaches say that there is little evidence to bear out this assertion. In fact the series of investigations which were made during the winter by Director Anderson of the Yale gymnasium show conclusively that among participants in all branches of athletics men who row on the crew were longer lived than those in any other sport. Of the 171 oarsmen who won their 'Y' beginning with 1885, only eighteen deaths have resulted and have not yet to be present time. By actuary's tables, the number of deaths expected from such a number of men in 20 years would be 47. Only 18 men died, in fact, and in football among 213 men it was 28 per cent, and among 228 track men it was 67 per cent. This evidence seems almost final in the case of the four mile race.

Perhaps Jim Ten Eyck, coach of the Syracuse crew, hits the nail exactly on the head in the following:

"In regard to long races being injurious to participants, speaking for myself, I have taken part in races of nearly all distances on the calendar and have not yet been convinced that I have received the slightest injury therefrom outside of temporarily losing my breath."

Always prepared myself for the distance I was to row and this should apply to crews. Provided this preparation is entrusted to competent hands, I feel sure of no injury, whether the distance be long or short, provided the men have sound bodies at the beginning."

The reorganized conference is very much wrought up over the ruling barring Dr. Fisher of Wisconsin and Dr. Stagg of Chicago from representing their respective institutions in the conference meetings. The following is taken from the Wisconsin Athletic Bulletin, the official mouthpiece of the Wisconsin Athletic Union:

"Wisconsin has for a number of years been represented on the 'Big Eight' by the director of athletics, who holds a full professorship in the faculty. He has not been permitted to represent his institution in these meetings because he is head of the athletic department. We feel that the faculty have left him to be the man best fitted to represent the university in this connection. We feel that the faculty should be allowed to choose their representative from among their number. The only objection that has ever been raised to this method of procedure is that other conference colleges have found it inadvisable to send their director of athletics to the board and so they do not think we should be allowed to send ours."

The faculties of the other institutions were privileged to choose the man they thought would serve them best and they have not been in a position to object to them. There can be no objection to their selection. In our case it has happened that the man we think will serve us best is the director of athletics, and we feel that we are in a better position to judge of that point than the other universities. We feel that we are in a better position to judge of that point than the other universities. We feel that we are in a better position to judge of that point than the other universities.

Cornell is planning to hold the greatest inter-collegiate track meet in its history at Ithaca on May 25. Preparatory schools as far west as Detroit, as far east as Boston and as far south as Washington will be represented. Nearly 200 schoolboys have been entered from as many as twenty-five different schools and it is probable that another 100 entries will be received before the start. The prize is a Cornell alumni association's trophy and the winner of the trophy will be the winner of the Cornell trophy cup.

The winner of each event is to receive a

trophy, and in addition there will be a trophy cup for the school totaling the greatest number of points. Each cup has to be won three times by the school or its representatives before it passes into its possession permanently. The inter-collegiate stadium of points, five for the first, three for the second, two for third and one for fourth place, will be used, and the thirteen regular events will be contested.

Walter Camp feels that Yale is losing its prestige in football, and for that reason urges that redoubled efforts be made next fall to cross Harvard's goal line. This is what Mr. Camp has to say of Yale's football of today:

"It is really time that Yale relieve the monotony of the last two years and succeed in crossing Harvard's goal line. The only way to accomplish this is to begin right now with earnest determination. The importance of the second team as a factor in the season's success cannot be overestimated, and credit is due them as well as the first. Because of the new system of football there will be opportunities next year for all kinds of men, small as well as large. Speed and alertness are to be essential factors. It is necessary that every man take the matter seriously and work hard with the determination to take the bull by the horns. The line then the question as to whether Harvard or Yale is to turn the tables first will be easily decided."

PENN VS. CORNELL ON TRACK.

Ithacans Expect Victory in Next Saturday's Dual Meet.

ITHACA, N. Y., April 27.—With Jones, Berna and Putnam showing good form and the men in the field events picking up, the chances for success for the Cornell track team in the dual meet with Pennsylvania here next Saturday are believed to be better than they were a week ago. The Ithacans expect this meet will be perhaps the hardest test of the season, first because of the strength of their opponents, and second because the cold weather has held back the development of their own team.

Jack Mackley will bank on the strength of his men in the runs, plus the points that may be taken by the Cornell team in the hammer and shot, with the chance of an even break in the pole vault and broad jump. The sprinters and hurdles are conceded to the Quakers, as Cornell has nobody who can touch Mims, Edwards or the other Quaker cracks in these events; nor can the Ithacans expect anything in the high jump, with Iredell and Gunkel, their best men, clearing no better than 5 feet 8 inches. The Quakers are also thought to have an advantage in the quarter by reason of the fact that their men are more experienced. Bennett and Cozzens will have their first real test for Cornell in this event.

Jones's work in covering three quarters of a mile in 3 minutes 13 seconds in the handicap games the other day proves that he is already in good form. He started from scratch, but in the last lap evened up and had no trouble in winning. He may run both the mile and half mile, though if Putnam is in form Jones will probably allow him to make the going in the half. Finch is expected to count for a place in the mile, while Snyder will be entered as third man in the half mile.

Berna is picked for the two mile and Crandall, it is hoped, will get a place. Several other new men will run in this event. It is hoped that Kandler, the shot putter, will be able to compete in that event. He is recovering from injuries to his back, which he sustained in a fall, while Hagerman, Collins and Munn will be used in the hammer throw. One of them is more than fair, but as far as can be learned the Quakers have no very strong men either.

While it is conceded that Mercer is superior to any of the Cornell broad jumpers and he is as good as any of the Cornell vaulters, it is not believed that he will win both first and second place. Elsenbatt, the pole vaulter, will be broad jump for Cornell, while Fritz, Everingham and Plack will be entered on in the pole vault. If Cornell breaks even in these two events, gets the better of the shot put and hammer, and captures the expected fifteen to twenty points in the three runs, it is figured that the Ithacans will nose out ahead, even if Penn gains on in the sprints, hurdles and high jump. Five or six tries and enough other places to win is what Cornell hopes for.

The winner of each event is to receive a

The baseball team has won much commendation for the good work shown in the home game. Considering that the infield is practically new, Cornellians are pleased with their showing. So far the Ithacans have faced only smaller teams, but they have given evidence of batting strength and have batted well. O'Connell and Butler, centre and left fielders respectively, are apparently fixtures for Ithaca. They are leading the team in batting. The race for right field is between Halsted, of the basketball team, and Kolosch, who at first and Bills at second are certain, while best is making a valiant fight for short after three years on the scrub. Halsted looks up as the best third baseman to date. Abbot and Hightower are both pitching better than they did last year. The out look is considered encouraging and Coach Coogan is being congratulated on the way he is leading the team in batting. The

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